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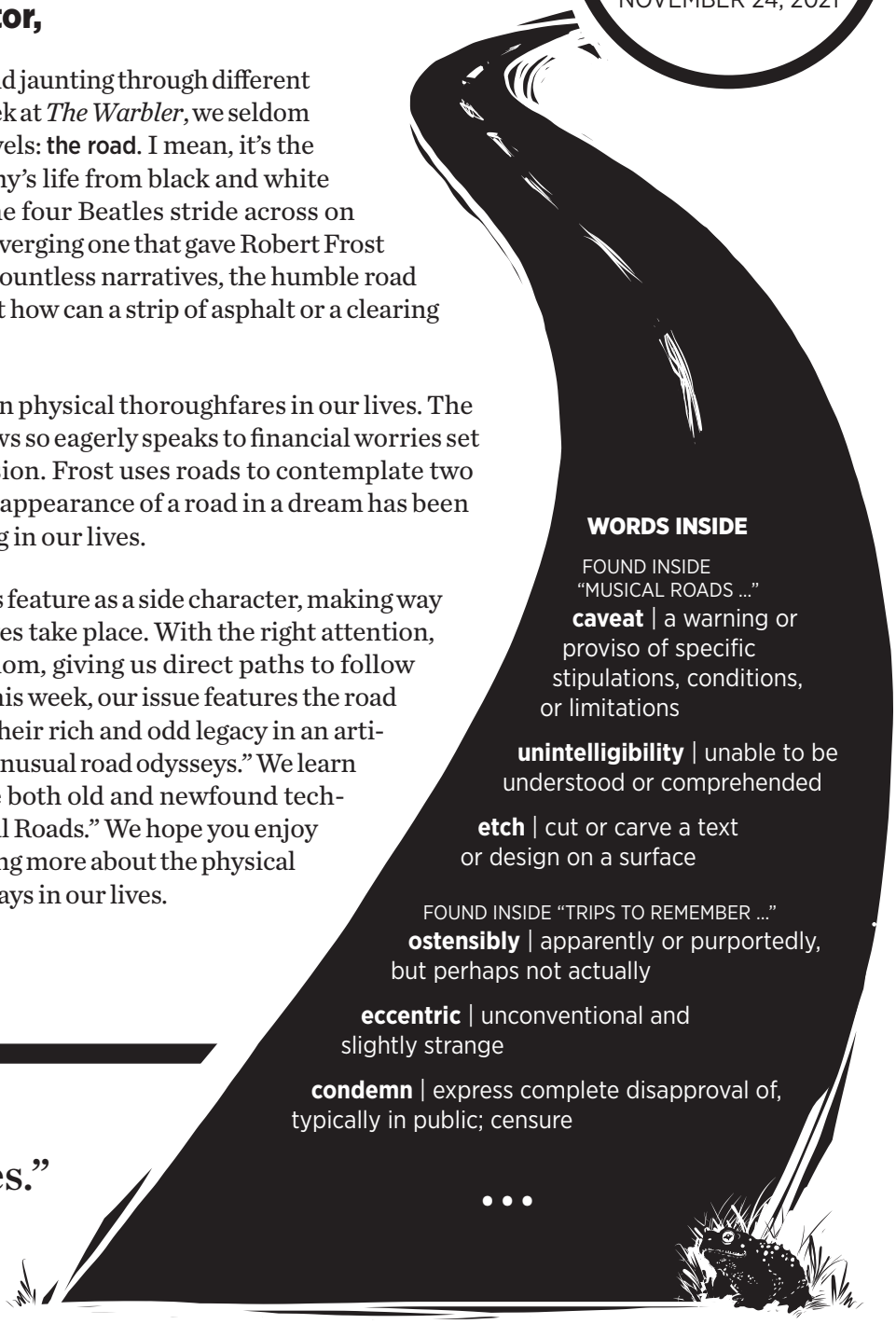
Dear Artist, Scientist, Creator,

While we speak so much of journeys and jaunting through different stories and pieces of art here every week at *The Warbler*, we seldom discuss a defining aspect of these travels: **the road**. I mean, it's the yellow brick one that brought Dorothy's life from black and white to Technicolor. It's the Abbey one the four Beatles stride across on their way back to the studio. It's the diverging one that gave Robert Frost pause on a snowy evening. Through countless narratives, the humble road will find its way into the spotlight. But how can a strip of asphalt or a clearing in a forest become so iconic?

Often, roads act more as symbols than physical thoroughfares in our lives. The Yellow Brick Road that Dorothy follows so eagerly speaks to financial worries set against the era of The Great Depression. Frost uses roads to contemplate two different paths a life might take. The appearance of a road in a dream has been said to signal a new change appearing in our lives.

Still, in many of these scenarios, roads feature as a side character, making way for settings in which flashier narratives take place. With the right attention, roads can offer their own quiet wisdom, giving us direct paths to follow down in the long journey ahead. So, this week, our issue features the road as the main character. We peek into their rich and odd legacy in an article describing "five of history's more unusual road odysseys." We learn how roads are beginning to combine both old and newfound technologies, as demonstrated in "Musical Roads." We hope you enjoy traveling with us this week and learning more about the physical metaphorical significance the road plays in our lives.

Taylor and the APAEP Team



WORDS INSIDE

FOUND INSIDE "MUSICAL ROADS ..."

caveat | a warning or proviso of specific stipulations, conditions, or limitations

unintelligibility | unable to be understood or comprehended

etch | cut or carve a text or design on a surface

FOUND INSIDE "TRIPS TO REMEMBER ..."

ostensibly | apparently or purportedly, but perhaps not actually

eccentric | unconventional and slightly strange

condemn | express complete disapproval of, typically in public; censure

• • •

"Often, bumpy roads lead to beautiful places."

DAVE MARTINEZ // American Baseball Coach

HISTORY

Silk Road | Spreading Ideas and Innovations

JOHN MAJOR | Asia Society | Accessed November 9, 2021

The Silk Road

Image by asiasociety.org

Good ideas and innovation travel easily—and far. Historically, these ideas spread along trade routes. This essay looks at the great Eurasian Silk Roads as a transmitter of people, goods, ideas, beliefs and inventions.

Good ideas travel easily and far along trade routes, and the Silk Road was no exception to that rule. The Silk Road extends from China to modern day Europe, Somalia, and India. A famous example of a Chinese invention that helped to transform the world is paper. Paper was invented during the Han dynasty, probably just at the time the Silk Road trade was beginning to flourish. (Many accounts ascribe the invention of paper to a Latter Han official at the beginning of the 2nd century CE, but actual paper at least two centuries older than that has been archaeologically excavated from Han tombs.) Far superior to the narrow wooden strips or hard-to-handle rolls of silk that the Chinese had previously used for writing, paper soon became the writing material of choice throughout China and East Asia. It was found also in the Buddhist temples of China's northwest, but seemed not to make inroads beyond that for a long time, perhaps in part because the Chinese tried to protect the secret of its manufacture, and perhaps in part also because other writing materials, such as parchment and papyrus, were well established in the west.

But under the Mongols in the thirteenth and fourteenth centuries, a group of Chinese workmen set up a papermaking establishment in Samarkand. Their product quickly spread by trade and imitation, and paper soon supplanted other writing materials in most of western Eurasia.

In China, the invention of paper stimulated the invention of printing, sometime during the 6th century CE—a development energetically supported by Buddhism, according to which the duplication of sacred texts was an act of religious merit. The re-invention of printing in Europe centuries later did not employ East Asian-style printing technology, but it may have been stimulated by accounts of Chinese printing that could have circulated in the Middle East.

Another invention that spread entirely across Eurasia was the noria, or irrigation waterwheel. This simple, ingenious device, invented in Roman Syria, consists of a vertical waterwheel to the rim of which are attached a series of pots or tubes. As the current of a river rotates the wheel, the pots fill with water at the bottom of the cycle and empty into a chute at the top; a large noria can lift water as much as forty feet with no input of human or animal energy. This inspired invention was obviously a good idea, and rapidly spread along the Silk Road and its tributaries. There is a famous example in Toledo, Spain, others along the upper reaches of the Yellow River in China, and many more in between.

Foodstuffs also count in this category of the travel of ideas and techniques. Apples spread, in prehistoric times via the steppe belt, in both directions from the region of modern-day Kazakhstan; oranges went (via the maritime route) from China to the Mediterranean world; grapes went from the western reaches of the Silk Road to China.

These examples and dozens more that could be mentioned make the point clear: ideas, inventions, devices and techniques spread readily and far along the Silk Road, and the traffic was very much a two way, or perhaps one should say a multi-way, street. In the process the Silk Road enriched not just the merchants who carried and exchanged goods, but the people of countries and cultures all across Eurasia.

It is perhaps worth noting, however, that long-distance trade can have unexpectedly bad side effects as well as direct beneficial effects. For example, the Black Death plague that devastated Europe in the 14th century is believed to have come via the Silk Road from Central Asia, where plague is endemic among local rodents. One theory holds that a load of marmot pelts (destined to be used on fur-trimmed garments), contaminated with plague-bearing flea eggs, was brought from somewhere in Central Asia to a Middle Eastern port. There the eggs hatched into fleas that infested some local rats; some of the rats eventually went on shipboard and were carried to port cities in Italy. There the plague spread, via fleas, to other rats, and then to people; and a disaster was in the making. ●

Edited for clarity

TECHNOLOGY

"Musical Roads" are One of the Motoring World's Best Kept Secrets

BENJAMIN HUNTING | Inside Hook | December 14, 2020

There are dozens of musical roads scattered around corners of the globe as disparate as Iran, California, Denmark and Japan. These tuneful trails on the map take advantage of the acoustical properties of the automobile and the playful mathematics of infrastructure engineers, but they also highlight the basic human desire to transform the mundane into the transcendent.

Songs in the Key of Asphalt

The tech behind making a road sing is deceptively simple. While most highway pros do their best to deaden the rumble generated by a car or truck as it rolls from point A to point B, this unique form of *musique concrète* relies on these vibrations — specifically, those thrown off by the wheel as it bumps along uneven pavement.

To wit:

Tuning those vibes to represent a cohesive, repeatable series of tones is the task given to grooves carved into the road surface itself. By varying the distance between each of these strips (the closer together they are, the higher pitch the vibrations, while wider spacing drops the pitch), order can be culled from chaos. A road can also be made to belt out a melody by way of raised — rather than cut — pavement, but the effect is considerably more jarring to vehicle occupants bumping their way through verse-chorus-verse (although the very first musical road, located in Gylling, Denmark, was created in this fashion).

There are caveats, of course. Maintaining the desired tonality — aka keeping the road in tune — requires that engineers etch each groove so that it's sampled at a specific speed, in the same way that a record spinning on the discus must adhere to 33 1/3, 45, or 78 rpm limits. Drivers also need to hit the grooves head-on to get the full volume effect and not miss out on any grace notes that might have eroded over time at the edges of the highway symphony.

Orchestrating the construction techniques required for these musical roads requires precision, too, as even the smallest mistakes can become exaggerated when repeatedly run over at by the tires of a vehicle moving at a high rate of speed. Famously, America's original musical road in Lancaster, California (built by Honda to promote the Honda Civic in 2008), suffered from unintelligibility when crews neglected to properly parse the width of the grooves themselves in addition to their spacing from each other. The effect was so jarring that local residents convinced the town to move the road farther from their homes, where it was promptly rebuilt using the same flawed methods.

Whimsy and Safety

What type of music has been immortalized in the concrete of the world's musical roads? The choices range from classical ("The William Tell Overture" in Lancaster), to childhood favorites ("Mary Had a Little Lamb" in South Korea, "Happy Birthday to You" in Indonesia), to nationalistic ("America the Beautiful" in New Mexico, the Friesland provincial anthem in the Netherlands, "Ode To The Motherland" in Beijing), to culturally specific ("Road 67" in Hungary, "Shiretoko Love Song" in Japan).

At first blush, the idea of a musical road might seem like the greatest of whimsies, but separating out the projects with a purely promotional or touristic bend reveals a practical dimension to their tonality. By introducing signage that explains to motorists that a certain velocity is required to properly "play" the highway in question, these tuneful interludes also serve as a stealth enforcement policy for local speed limits.

Strangely, Japan — a country with a strong musical road strategy designed to attract tourists — only "discovered" the technology by accident in 2007, when a highway engineer named Shizuo Shinoda realized the accidental grooves he'd carved into the pavement with a bulldozer formed a coherent melody.

A Moment in Time

Etching art into a surface as impersonal and anonymous as well-traveled asphalt is ultimately a graceful act, and it's one of the few instances where the environment itself plays a direct role in the interpretation of a piece of music. As the wind, sun and friction of a million miles traveled grind down the original tune laid into the asphalt, the inexorable forces of erosion will eventually render these installations as ephemeral as the notes themselves vibrating through the sealed steel cabins cruising modern motorways. Earlier this year, in fact, the section of Route 66 in New Mexico that played "America the Beautiful" ground to a halt, with no current plans for restoration. ●

"Great artists make the roads; good teachers and good companions can point them out. But there ain't no free rides, baby."

URSULA K. LE GUIN // American Science Fiction Writer

Edited for space and clarity

MATHEMATICS

Sudoku

#169 PUZZLE NO. 6197077

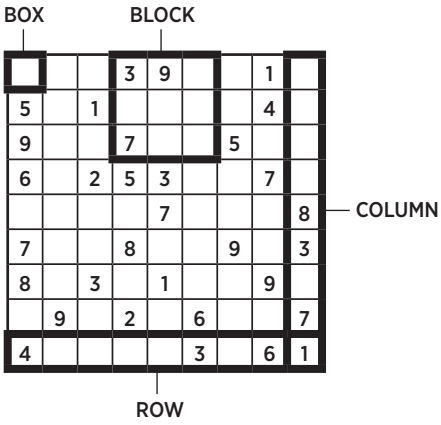
	9	8		2	7			
5								4
		6		8				
					5	6		
		1	8		6	4		2
7				3				1
1	8				4	7		
			9				2	

#170 PUZZLE NO. 267417

3					5			2
	4						1	
					4	8		
		6		5				
		7	8			9		
		2	6					
	8		7					5
	1		9			4	8	
					3		6	

SUDOKU HOW-TO GUIDE

1. Each block, row, and column must contain the numbers 1–9.
2. Sudoku is a game of logic and reasoning, so you should not need to guess.
3. Don't repeat numbers within each block, row, or column.
4. Use the process of elimination to figure out the correct placement of numbers in each box.
5. The answers appear on the last page of this newsletter.



What the example will look like solved

2	4	8	3	9	5	7	1	6
5	7	1	6	2	8	3	4	9
9	3	6	7	4	1	5	8	2
6	8	2	5	3	9	1	7	4
3	5	9	1	7	4	6	2	8
7	1	4	8	6	2	9	5	3
8	6	3	4	1	7	2	9	5
1	9	5	2	8	6	4	3	7
4	2	7	9	5	3	8	6	1

"Two roads diverged in a wood and I — I took the one less traveled by, and that has made all the difference."

ROBERT FROST // American Poet

Icons from the Noun Project

DID YOU KNOW?

The U.S. road network is the biggest one in the world. There are **4.09 million miles of roads** in the United States, including Hawaii and Alaska. About 72 percent of these roadways are in rural areas. Over a third of all roadways in the United States are not paved.

There are 47,432 miles of **interstate highways** in the United States. While this might seem like a small number compared to the 4.09 million miles of United States roads, interstate highways account for over a quarter of all traffic. Another 175,514 miles are major roads.

The highest mileage on a single car is over **3 million miles**. The car is a Volvo made in 1966. The owner drives over 100,000 miles each year to visit car shows.

One out of every seven jobs in the United States is related to transportation.

In the United States, the trucking industry is responsible for more than **70 percent of all freight** each year. Even if goods are transported on trains or ships, it is likely they will travel by truck at some point.

The George Washington Bridge is the **most traveled bridge** in the United States and the world. This bridge connects Fort Lee, New Jersey, to Manhattan, New York. In 2015, it saw about 100 million vehicles.

There are over **47,000 structurally deficient bridges** in the United States. This does not mean the bridges are in danger of collapsing. They are still safe for drivers to use, but they are in need of significant repair. The American Road and Transportation Builders Association believes it will take more than 80 years to repair all of these bridges.

"The person attempting to travel two roads at once will get nowhere."

XUN KUANG // Chinese Philosopher

Idiom

"Get this show on the road"

Meaning To put a plan or idea into action; to get started

Origin This idiom alludes to a theatrical production or perhaps a roadshow, such as a circus, going on tour. The precise origin is unknown, but it has been used since at least the 1940s.

Source: idioms.online

TODAY, IT WOULD ONLY TAKE A MONTH TO **DRIVE TO THE MOON**. THIS IS BASED ON A CAR THAT AVERAGES 60 MILES PER HOUR, DRIVING STRAIGHT TO ITS DESTINATION.

Source: fcc-inc.com/twelve-facts-you-may-not-know-about-transportation-in-the-us/

ART + CULTURE

Collection of Haiku

BY MATSUO BASHŌ | TRANSLATED BY ROBERT HASS

Blowing stones
along the road on Mount Asama,
the autumn wind.

Autumn moonlight—
a worm digs silently
into the chestnut.

Cold night: the wild duck,
sick, falls from the sky
and sleeps awhile.

Coolness of the melons
flecked with mud
in the morning dew.

poemhunter.com

Matsuo Bashō, born in the Iga Province of Japan in 1644 and is considered one of the greatest Japanese poets. He specialized in haibuns, a form of writing where a haiku is paired alongside a prose section and travel diary. Bashō's collection, *The Narrow Road to the North*, is a breath-takingly detailed account of the 5 months the poet spent traveling on foot along the northern provinces of Japan with his disciple, Sora. Bashō died in 1694, still in the process of revising his latest haibun.

WRITING PROMPT
The scene depicted in a single haiku can be deceptively simple, inviting the reader — and writer — into a moment of attention. Taken together, a series of haiku can string together such scenes in a manner that allows the reader to go on a journey, much like those Bashō undertook by foot. Using these excerpts of Bashō as an example, create a series of short poems, each attentive to an individual scene. When read together, where do these poems take the reader?

Word Search

M	N	B	L	O	W	I	N	G	E	S	S	A	N
O	D	E	H	E	H	N	O	D	L	I	Y	L	W
R	E	N	N	W	I	M	B	M	I	L	I	L	O
N	K	M	S	G	E	O	T	U	H	E	U	G	U
I	C	U	O	D	I	O	H	L	W	N	N	C	O
N	E	T	O	R	I	N	Y	U	A	T	O	D	H
G	L	U	S	T	O	L	W	O	S	L	C	H	I
N	F	A	L	D	O	I	C	E	N	Y	H	N	N
N	W	O	O	M	E	G	W	O	I	G	E	W	L
O	I	S	W	D	F	H	L	A	N	N	S	U	L
N	O	T	L	M	U	T	W	W	F	N	T	C	O
N	N	N	I	R	H	S	E	I	M	K	N	L	T
L	O	S	N	O	L	E	M	M	L	N	U	G	S
T	I	N	L	O	L	A	S	D	T	D	T	U	W

AWHILE
MOONLIGHT
CHESTNUT
BLOWING
WILD
AUTUMN
MORNING
SILENTLY
FLECKED
MELONS

WORD PLAY A Rebus puzzle is a picture representation of a common word or phrase. How the letters/images appear within each box will give you clues to the answer! For example, if you saw the letters "LOOK ULEAP," you could guess that the phrase is "Look before you leap." *Answers are on the last page!*

PROFILE

Nebraska's Carhenge may be less mysterious than its English counterpart, but it's just as bizarre

JOHN M. SMITH | Roadtrippers | November 22, 2019

Western Nebraska's Carhenge is a bit of a mystery, but that's a part of its lure. As I enter the site, I see a sign posing a simple question: *Why*? Carhenge creator Jim Reinders responds to the question with one of his own: "Why not?"

This quirky, entertaining replica of England's Stonehenge is located just north of Alliance. Reinders built it as a lasting memorial to his dad, who once lived on a farm where Carhenge now stands.

While living in England, Reinders studied the design of the original Stonehenge. He used old cars, primarily from the 1950s and 1960s, to create his own version in Nebraska. Some of the cars are planted trunk-down and rise, like monoliths, 15 to 17 feet into the air, mirroring the standing stones of Stonehenge. Other cars have been welded together to form the arches. All have been covered in gray spray paint to make it look more like the original.

There's a circle of cars, with a heel stone, slaughter stone, and two station stones (the honor of depicting the heel stone went to a 1962 Cadillac). The 96-foot-in-diameter creation has been built to scale, and it mimics Stonehenge's current, dilapidated state. All 38 of the major stones found at Stonehenge are represented here at Carhenge.

A Mystery

In the spring of 1987, Reinders built Carhenge with help from his friends and family. It was dedicated during the summer solstice with a celebration that included songs, poetry, and a play entitled *Unhinged*.

During a week of construction, Reinders described the progress: "The hole digging went quickly, though we determined later that four feet was not deep enough for most of the cars. Setting the cars upright was another matter, but our learning curve was steep. We soon had a workable technique."

On the last day of construction, June 20, Reinders wrote: "Our schedule called for finishing Carhenge today. We were able to reduce the time of the original Stonehenge construction by 1999 years and 51 weeks. Now either they did not have a backhoe and forklift, or they were not as well organized as we were. Furthermore, their foreign stones had come only the 250 miles from Wales while we had a car from Japan, some 6,000 miles. Reason for pride!"

Carhenge is located in western Nebraska

Image by John M. Smith

Car Art Reserve

During Carhenge's construction, the sheriff's department was called to investigate a property north of Alliance where "someone was planting cars in a field." Soon the city council became involved and decided that this "car art" had to be removed. However, one of the councilmen pushed to preserve Carhenge, and arranged a public meeting on site. The public response was overwhelmingly in favor of Carhenge's preservation, and by 1989, the group Friends of Carhenge was formed. In 2013, the city of Alliance took over the management of Carhenge, and the Friends of Carhenge remain active as fundraisers.

In addition to Carhenge, other car sculptures have been added to the 10-acre site now known as the Car Art Reserve. "Spawning Salmon" was designed by Geoff Sandhurst of Calgary; his metal piece took first prize in the Friends of Carhenge sculpture contest. David Kowalski's "Car-nestoga" features a station wagon made to resemble a Conestoga wagon. Kowalski says it's meant to be "a tribute to the pioneers crossing the plains along the Oregon Trail."

Reinders didn't stop with Carhenge. He also built "Three Bells" to represent the three Reinders siblings—Jim, Phyllis, and Leonard—and "Fourd Seasons" in which he uses Fords to represent Nebraska's changing landscape across the four seasons. The colorful, planted Fords represent the new green shoots of spring, the mature golden wheat of the summer, the autumn harvest, and the white, snow-covered fields of winter. ●

TRAVEL

Trips to Remember | Five of History's More Unusual Road Odysseys

SIMON INGRAM | National Geographic | March 6, 2020

Odyssey, errand, mission, quest: the road trip has taken many forms over the years. And the romance of the long distance car journey shows no signs of losing its, well, romance — in real life, within the pages of literary classics and on the big screen. Where did the concept of the road trip begin — and what are some of the more eccentric examples? Here are five that made their mark on the map.

The first-ever road trip — in the first ever car

Germany, 1888 Few can lay a more convincing claim to the throne of the road trip than the intrepid Bertha Benz. Although she only drove from Mannheim to Pforzheim, the circumstances of her journey — and her own ingenuity along the way — made it remarkable. Benz was the wife and business partner of Carl Benz, who in 1886 registered a patent as the inventor of the motor car. It wasn't an elegant contraption — and so its disappointing sales proved. Facing impending ruin with five children and a disheartened husband to support, Bertha took it upon herself to prove the worth of the vehicle, undertaking the 12-hour, 100 km drive in the smoking Patent-Motorwagen — nicknamed 'the monster' — with two of her sons, through Germany on unpaved roads with poor knowledge of the route — and without the knowledge of her husband.

This was risky for many reasons: the invention had been condemned by the church, labelled as a 'Devil's carriage' — and superstitious rural people reputedly made the sign of the cross as she passed. Fuelling the car with supplies of ether or pharmaceutical solvent ligroin obtained from chemists along the route, the drive did not go entirely smoothly. Benz was evidently an ingenious woman, at various points pushing the vehicle uphill, unblocking fuel lines with her hat pin, using a garter as a makeshift fan belt and recruiting a local shoemaker to make a brake pad from leather. Upon arriving at her mother's house in Pforzheim, she telegrammed her husband and the following day — as legend has it — drove back.

The PR stunt, which it ostensibly was, worked: news of the drive spread, the Benz family became successful — and motor cars went on to be rather popular, with the family name found on car bonnets to this day. Today a memorial route marks the way of the first ever automobile journey.

The 'motor-mountaineering stunt'

UK, 1926 Now well-established and occasionally controversial in Britain, the first people to complete the national 'Three Peaks' challenge did so impressively early in the history of endurance motoring: May 1926. Aiming to drive between and then climb the highest mountains in Wales, England and Scotland — Snowdon, Scafell Pike and Ben Nevis respectively —within 24 hours, a team of three undertook what they called a 474-mile 'motor mountaineering stunt.' It was led by an intrepid anesthetist named Charles F. Hadfield, who'd speculated that "...with reasonable luck and a fast car it would 'go,' though without leaving much margin for loitering."

Scenes from the longest driven journey of all: the Schmids in Dubai (left) and Uzbekistan (right.)

Image by Emil and Lilana Schmid

The car was a 1925 21-Horsepower Chrysler, which suffered a broken spring and at times struggled to get above 20 mph on rough Scottish Highlands roads. Beginning in snow and lamplight on 1,345m Ben Nevis, and finishing on the summit of 1085m Snowdon, Hadfield and W.G. Pape (with H.P. Cain driving) managed to become 'the first people to stand on the tops of the three highest mountains in Scotland, England and Wales ... on the same day.' They had an hour and four minutes to spare. Even today, with motorways and decidedly faster vehicles, the challenge remains a tall order — and is often completed with not much more time in the bank than this original crew. Remarkably, this wasn't the first time Britain's highest mountain was recruited for the purposes of intrepid motoring, either: in 1911, one Henry Alexander Jr. drove a Ford Model T to the summit.

The never-ending journey

187 countries, 1984-present Swiss couple Emil and Liliana Schmid currently hold the Guinness World Record for the longest driven journey — piloting their extremely blue 1982 Toyota Land Cruiser through 770,000 kilometres, 186 countries and 35 years — as of October 2019.

It's clear there doesn't seem to be any kind of will to stop: at the time of publication they are in Posadas, Argentina. The comprehensive records of the trip reveal a now very mature couple living their whole lives on the road — albeit just about every road on the planet, with a car that, despite the occasional 'rejuvenation,' seems to just keep going.

The road-testing road trip

USA, 1919 A series of convoys — long processions of military vehicles and personnel — took place across the United States in the second decade of the 20th century. These were spurred on by agitators such as the National League for Good Roads, whose members were tired of riding bicycles and, later, automobiles rough-shod on unsurfaced tracks and saw the commercial and transportation potential of an improved road network.

Combined with a desire to test the long-range mobility of the army, this led to the 1919 Transcontinental Motor Convoy, which chose Washington, D.C. and San Francisco as its ambitious bookends. Beset with breakdowns, bottomed out trucks and squabbling soldiers, it took 62 days for nearly 300 men and 81 motorized vehicles to cover the 3,251 miles across the country, much of which — in the west particularly — was still relatively wild. It was an insightful test of the military vehicles' capabilities — but it was the convoy's influence on the Tank Corps officer sent to report on its progress that would have the most lasting legacy. His name was Lt. Col Dwight D. Eisenhower, and it was during his Presidency over thirty years later that the Federal Aid Highway Act of 1956 was passed. This was inspired by the pioneering Lincoln Highway, the road that would later follow the route the convoy took— an experience Eisenhower claimed was key to his proactivity in developing America's road system.

The road-trip by algorithm

Conceivably anywhere, 2015 One person's fun is another person's fury — and planning a roadtrip can be both. In 2015 Dr. Randal Olsen, a data scientist who specializes in machine learning and data visualization, came up with a genetic algorithm to compute the 'optimal' road trip across the United States — taking in a specified list of destinations and landmarks along the way.

According to Olsen's website, 'instead of exhaustively looking at every possible solution, genetic algorithms start with a handful of random solutions and continually tinker with these solutions — always trying something slightly different from the current solutions and keeping the best ones — until they can't find a better solution anymore."

If this sounds more complicated than actually sitting and planning the old-fashioned way, it most certainly is, but the potential of this idea's development is the holy grail of all planning-reluctant travelers: a complete trip, mapped out for any budget or duration, with stops, and costs factored in — worked out by a computer, in seconds. To prove the theory as portable, Olsen then released another hypothetical road trip using the same method — but this time for Europe, taking in *Business Insider*'s "50 Places in Europe You Need to Visit in Your Lifetime." The result was a 16,287 mile exploration the originator predicted might take 3 months. ●

Edited for space and clarity

RANDOM-NEST

3 Roads Around the World Where Speed Limits Don't Apply

HOLTSAUTO.COM | OCTOBER 30, 2020

Some roads actually don't have speed limits. Below is a description of a few of them.

1. Autobahn, Germany When we think of roads without limits, one always comes to mind: the autobahn. Germany's iconic highway system is famous around the world for its limitless stretches of tarmac, where a recommended limit of 130 km/h (80 mph) is often ignored.

A road without speed limits might sound like an accident waiting to happen, but the autobahn is among the safest highway networks in the world. That's mainly due to a handful of stringent safety rules.

What many people don't know about the autobahn is that it's not all limitless; indeed, over 8,000 miles of the network are regulated by speed limits. And many people believe these limits should extend to the whole system, both for safety and environmental reasons.

2. Isle of Man, British Isles The Isle of Man is famous for two things: the tailless Manx cat and, of course, the Isle of Man TT — one of the world's most dangerous races. And perhaps it makes sense that this small island plays host to such a fearsome motorcycling event, it being one of the only places on Earth with no national speed limit.

Today, drivers will find some speed limits in the island's built-up areas, but many miles remain unrestricted. Suffice to say, sportscar rental is big business on the island; just watch out for those tricky twists and turns as featured on the classic TT Mountain Route.

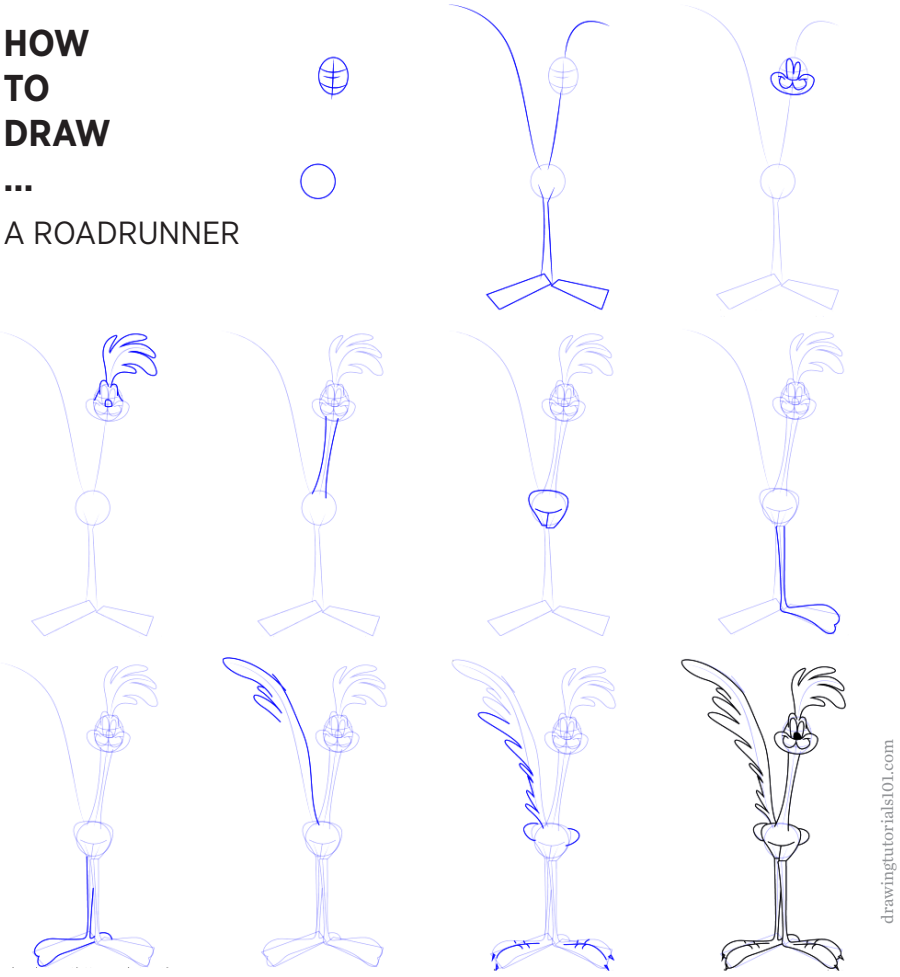
3. Northern Territory, Australia Australia's arid Northern Territory is big, very big. So big, in fact, that the UK would fit inside it five times over. That means it's home to some ridiculously long, straight, flat roads — many of which are free from speed restrictions, and ideal for putting a car through its paces.

Historically, the roads of the Northern Territory were all unrestricted, meaning motorists could blitz through the harsh desert faster than you could say saltwater crocodile. But this all changed with the introduction of speed limits in the early 2000s — limits which the current Australian government is quickly doing away with.

Edited for space and clarity

HOW TO DRAW ...

A ROADRUNNER



Answers

SUDOKU #169

4	9	8	5	2	7	3	1	6
5	7	3	6	9	1	2	8	4
2	1	6	4	8	3	9	7	5
8	2	9	1	4	5	6	3	7
3	5	1	8	7	6	4	9	2
7	6	4	2	3	9	8	5	1
9	3	5	7	6	2	1	4	8
1	8	2	3	5	4	7	6	9
6	4	7	9	1	8	5	2	3

SUDOKU #170

3	7	8	1	9	5	6	4	2
2	4	9	3	6	8	5	1	7
5	6	1	2	7	4	8	3	9
1	9	6	4	5	7	3	2	8
4	3	7	8	1	2	9	5	6
8	5	2	6	3	9	1	7	4
6	8	3	7	4	1	2	9	5
7	1	5	9	2	6	4	8	3
9	2	4	5	8	3	7	6	1

Rebus Puzzle
Page 6

1. The shoe is on the other foot
2. Noel
3. Partial eclipse

Words of Encouragement

Driving on the interstate a few months ago, I slowed at the sight of brake lights in front of me, stretching farther than I could see. When a stand-still traffic jam lasts long enough, a strange thing happens: people get out of their cars and trucks; folks with radios share information with others; you might even learn a little bit about where someone was heading, or where they were coming from. It largely does not matter what you're driving or what you're late for — in a traffic jam, we're all stuck together. This particular jam resolved unlike any of which I'd been a part. Without warning, a cow comes running through the parked cars, heading in the opposite direction. About sixty seconds later, a cowboy on horseback comes galloping after, swinging a lasso. And less than a minute later, a cowgirl rushes down the interstate's shoulder on her own horse. I did not see the cow ultimately lassoed, but I did see the look on my fellow drivers' faces, and they saw mine. We did not speak, but shook our heads, and smiled. Within another five minutes, engines started, and the slowly moving traffic passed the live-stock trailer from which this cow had made its exit. Everybody was OK.

Driving down the interstate, it's easy for me to lose sight of everything that lies beyond the exit signs, or even the stories that could be shared by those in the lane right beside me. I'm grateful for the opportunities that have slowed me down enough to share a few experiences, and hear a few of those stories. I'm grateful to have heard a few of yours.

I hope you get the chance to marvel and even smile at something totally surprising this week, and that you get the chance to share that experience with somebody else. I hope to hear about it someday. Take care of yourself. We're rooting for you.

Josh

Send ideas and comments to:

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UNTIL NEXT TIME!